Our Navy Yards-Where Should They Sel-TO THE EDITOR OF THE HERALD.

The prospects of war between this country and Great Britain, lately so mensoing, have naturally called atten-tion to the defensive condition of our sea coast, and more particularly to those points at which our principal navy portance of the subject I crave permission to offer a few suggestions, which, while they may possess no marit in themselves, may yet suffice to attract the notice and call forth the views of abler and more competent men.

It is conceded by most reflecting persons, when allud-ing to a war with England, that fleets of the size, power

age to a war with Kagland, thancets of the sins, power and composition of those which that and Black seas could without material damage, force an entrance into any one of our seasorts, and destroy the public works, ship yards and armental and the position to the relieus of a courselvee in a position to thrust back the financial and the course of a year or two? we should be able to place ourselvee in a position to thrust back the financial and the course of a year or two? we should see in the possess popular opinion is, that is and sufficient the possess popular opinion is, that is and seed in the possess popular opinion is, that is and seed in the prostration of the first series of heavy blows, we should sais. Acteual-liae, with renewed yield, and that after the prostration who have been made so long and that after the prostration who has been made so long and as often, with its assertion has been made so long and so often, with its assertion has been made so long and as often, with its assertion has been made so long and as often, with its assertion has been made so long and as often, with its assertion has been made so long and often, with its assertion who has been made so long and often and the same of the properties of the properties. Yet up course of rescoring could be more fallacies; no conclusion less deaderable than this from the experience recorded in the annuals of history. Let us examine the unject of the properties of the properties

ur valuable paper.

#### Increase of Postat Facilities. TO THE EDITOR OF THE HERALD. As your extensively circulated and highly populat

journal has of late contained several articles in regat the abuses of our present city postal system, I desc ¶ the abuses of our present city postal system, I deamy duty to address to you for publication the follow: remarks in regard to an imposition upon this community of cally occurrence, and of no ordinary importance and which moral and persuasive arguments, I believ ! tion, and or thei nformation of the citizens of New Yo. mterested, like to know what legal right Mr. Fowler. his substitutes have to detain mine or any other person his substitutes have to detain mine or any other person §
letters at the General Post Office, when they are, as pise was a ness on a man's face, directed to the Broadway p ¶
office or similar post offices. I understand Mr. Fow...
detains letters at the general post offices of directed, under the fallacious plea that government does not recognize offices of that character as post offices. Now, Sir.
Fowler, when you take from a person the privilege of obtaining his letters when and where he pleases, you press and annoy not only the community you have 'n consideration of your valuable political services rendered in behalf of those who have conferred the honor of P. M.
mpen you, been appointed to serve, but you also commit as impolitic error, and an an as as unconstitutional as it is unjust.

in behalf of those was tave confered the honor of P. M. upon yee, been appointed to serve, but you also commit an inpolitic error, and an art as unconstitutional as it is minus.

For what purpose has our postal system been evablished? I have always labor-d under the impression that his orientially object was to afford to the community at large, indiscriminate of person or party, a cuesp and speedy transmission of letters, &c., from any given point where they are mailed to such person or place as is designated in writing upon the face of them, and it is the business of every Postmaster to use his influence and all necessary energy to facilitate the wish of the person sending matter by mail. Does Mr. Fowler, as a public man, in the service of the public, and in his official capacity, deem it a duty incumbent upon him to violate the instructions of persons was send letters per mail to be delivered to sus-post offices, or subject to the order of preprieture of sub-post offices, by detaining them at the general post office. Does he think sush coatacles throw an the way as to prevent their reaching their desired destination are in accordance with the express wish of the party sending such letter, when upon the face of them, they express in terms more indelible than words, the disposition not only the writer, but the person to whom they are directed, desires him to make of them? Are not letters directed to, or to the care of, any public institution or establishment known and designated unier a common or general name, subject to the order of the proprietor of such institution or shall shadment? Most sertiainly they are, for the proprietor of such institution is the legal representative of the institution likelif, and is the only person legally responsible for its acts. Does the existence of sub-post offices, and the institution likelif, and is the only person by describing the convenience, and are willing to pay a small tax over and above the United States possage, in order to save the image of the bord of the portion

las, Metropolitan, 'and other hotels, to obtain, without the least annogance, all letters directed to the respective hotels. It is a well known fact that he tere addressed to parties at any of the hotels in the city are delivered to their respective porters, when called for, without the necessity of producing from each individual a written and authenticated order for their letters. It is also a well known fact that there is connected with each hotels post office, for the convenience of those was avail themselves of it. Now, way is this partiality? Is the immates of the hotels of this great metrop dis of mive importance than a half million of persons residing above Chambers street? Should their convenience be consulted in preference to all others? To what can we attribute this unparalleled efficial partiality? Has it arrived at the period when men are to be beught, body and soul, by the immortal dol ar, at the sacrifice of every principle? If this is the case, the interested citizens of New York had better form themselves into an association, to be called the Equal Rights Club, each member of which will be taxed an entrance fee, and equate to establish a sinking fund sufficient to enable the members of said club to receive postal privilegus equal to the rest of mankind, and especially those who are immates of hotels. I have yet confidence in Mr. Fowler's personal disposition to please the community, to the extent of his ability, and his willingness to remedy any existing defect in our present city postal system. I wish the same could be said of the officials under him.

The purity of our postal system, however, will ever be vainted until party influence or politics shall be totally a cluded from the institution. Nearly a million persons are dependent upon the general post office for their letters, and it is an unpopular act that increases the inc unvenience which consequently occurs in an office of the magnitude and importance of the New York Post Office.

New York, April 5, 1856.

### Manhattan Gas Company. The following letter from the Manhattan Gas Company is just and proper, and speaks for itself :-

TO THE EDITORS OF THE COURIER AND ENQUIRER.

TO THE EDITORS OF THE COURIER AND ENQUIRER.

OFFICE OF THE MANASTAN GAS LIGHT CO., April 10.
In response to your call for information relative to the practice of claiming deposits from parties taking gas from this Company, I have to state:

First, That at no time have such deposits been equal to one per cent on the amount of capital paid in.

Second, That the losses of a single year from bad debts have repeatedly exceeded the sum in deposit.

Third, that the amount deposited remains frequently but a single month, and by far the greater pyrition is returned within six months. The sum to all has been so inconsiderable that hitherto no calculation of interest bas been made.

Fourth, Interest will be allowed from this date on all decosits made by parties who promptly pay their bills.

The necessity of adopting some course to prevent such serious losses as have hitherto been suffered by this company, will be admit ed by every fair-minded man. The recustion in the orice of gas -to go into effect on first of October next—will require great economy in expenditure, the most careful management, and prompt and reliable payment of bills.

I am, gentlemen, very respectfully yours, CHARLES RODME, President.

## INANCIAL AND COMMERCIAL.

### MOREY MARKET. FRIDAY, April 11-6 P. M.

There was a very stale, flat market to-day. The trans actions were quite large, with a larger portion than usual for cash. The brokers find it very difficult to keep the steam up, in the absence of outside speculators, and make a very poor business out of the operations of the day. They live in hopes that a few weeks, at the most, will bring relief. At the first board Park Bank fell off 1/2 per cent; Panama Railroad, 3; Milwankle and Missis-sippi Railroad, 3. New York Central Railroad advanced 1/2 per cent; Chicago and Rock Island Railroad, 1/4. Nicaregua Transit was a little more active than usual, without much charge in market value. We have seldom known at this season of the year such a dull, stupid stock market. Nothing of interest is going on in any stock, and but for the abundance and chespness of money, prices for all the leading securities on the list would rule from three to five per cent below those now current. There is no outside absorption. Not fifty shares of any stock have been taken out of the market during the past six months where five hundred have been brought in. The street is full of all the leading speculative stocks, and the brokers find no relial. There is some probability of an active speculative movement in the latter part of May or early part of June, and the brokers, in anticipation of an inflation, may be disposed to hold on for a time longer; but if the period named should pass away, and no outside demand appear, prices would rapidly settle down, and the inducements of a reduced market value be tried as an attraction.

At the second board the market was without much change. Erie fell off  $\frac{1}{2}$  per cent; Reading,  $\frac{1}{2}$ ; Hudson Railroad,  $\frac{1}{2}$ . Cieveland and Toledo Railroad closed firm at prices current in the morning. Chicago and Rock Island closed at 92 per cent, bid. Michigan Southern Railroad was steady at 95% per cent. We notice a sale of Wisconsin Lake shore Railroad at 73, buyer sixty days. Western railroad stocks must take the first rank in that class of investments. They will stand firm when others fall back. Those who take hold of these stocks at the start, will couble their money in a few years from dividends and improvement in market value. There was a sale to day of Milwaukie and Mississippi Railroad at 84% per cent. The receipts of this company in March smounted to \$31,800, against \$30,466 for the same mounth

last year.	
The Assistant Treasurer reports to-day as follows:-	
Paid on Treasury account         \$221,558           Received " " 115,551           Balance " 7,410,515           Paid for Assay Office 10,381           Paid on disbursing checks. 11,129	85 91 44
The warrants entered at the Treasury Department	at,
Washington, on the 9th inst., were as follows :-	
For the Treasury Department	94 38 66 83
The earnings of the Baltimore and Ohio Railroad Co	m.
pany for the six months ending with March this year a	nd
last were as follows:-	

last were as follows:-	
1854.	1855.
October\$359,610 52	423 435 84
November 847,677 95	399.119 40
December 293,014 16	441.815 61
1855.	1856.
January 370 211 98	191,809 81
February 216.299 49	211 513 76
March 370,455 02	405,820 39
Total\$1,957,269 03	2,073,515 81
	1,957,269 08

..... \$116,246 74 Increase for 1856..... The board, by a vote of 17 to 12, adopted resolutions in favor of loaning to the Northwestern Virginia Railros \$500,000 of the Baltimore city soan created under the act of 1854. The question of declaring a dividend out of the net earnings of the company for the six months ending April I was taken up, but after some discussion referred to the Finance Commistee, with instructions to report to the board at a special meeting to be held on the 29th for the settlement of the question.

The following table shows the earnings of the Michigan Central Railroad Company for the month of March, this year and last:-

Passengers. 1856\$94,554 93	Freight. 89.876 60	Miscel's. 7,278 74	791.705 27
1865 82,628 12	71,357 00	7,058 89	161,054 01
Increase.\$11,926 81	18,509 60	214 85	80,651 26
The earnings of the			
Company for the mon		CONTRACTOR PROPERTY	Contract of the contract
proportion payable to road Company, have be			oricon Rail-

 
 From passengers
 \$12,527 67

 From freight
 14,346 40

 Transport'n of U. S. mails and other services
 1,350 21
 change to-day for remittance by the steamship Atlantic from this port for Liverpoel to-morrow. We quote bills on London at 914 a 914 per cent premium; on Paris 55.

The earnings of the Great Western Railroad Company for the week ending April 4, were \$64.945, against \$10. 297 for the same month last year, showing an increase for the month of \$15,648. The total receipts of this com pany from February 1 to April 4, 1855, were \$452,462 66 against \$308 814 45 for the same period in 1855, showing

un mcLeuse c	1 \$143,538 21.		
The followi	ng table shows	the shipment	s of lead from
	1842 to 1855 to		Total Control
		OF GALENA.	
Year.	Pigs.	Pounds.	Value.
1842	447,909	31,358,680	\$702,321 81
	553,361	39,148,270	916 969 51
	524,672	43,726,040	1,224,357 12
	778,408	54,494,550	1,613,027 88
1846		51,268,219	1,491,651 26
	772,556	54,085,920	1,714,523 63
	684.969	47,787,830	1,546,705 69
	628,934	44,025 380	1,615,731 44
	568.589	38,201,230	1,671,651 66
	474,115	33,189,050	1,634,032 44
	408 628	28,603,960	1,178,483 05
	425.814	29 895,980	1,619,383 90
	423,617	29 653,190	1,630,945 45
1855	430,365	30,125,550	1,732,219 02

The business in March of the Norwich and Worcester road wid show an increase over March, 1855, sufficient to counterba ance the loss of February, when the Sound was closed nearly the entire month. The increase has been

very large, both in freight and passengers. The following compilation of the reports of the Joint The following compilation of the reports of the Joint January, 1855, to April 11, equal to about 3c. per Stock Fire Insurance Companies in the State of New York, | 15., or \$12 per bale. The low prices of January, 1855,

made to the Comptroller, for the year ending Dec. 31, 1885, in confermity to the set of the Legislature, of 1883, is from Mesers. Kennedy & Holden, Wall street. The re-turns from each company will serve as a guide in estimating the market value of the stock:-

JOINT SPOCK FIRE	INSURANCE C	OMPANIES -1856	OF THE	STATE OF
No	3	Brig		. 19
			7.2	25
means . M.L.	HERITAGE	1222	==	20
	0 2 3 3	4 5.8.3		100
Ætna, N. Y	\$200.000	36,200	32,000	\$1,002
Albany	100,000	86,631	27,548 27,500	64,185
Arctic	250,000	37,218 51,123	7,500	64 548
Atlantic, Brookly	150,000	75 171	18,000	88 661
Beekman	200,000	65,554	23,860	81,577
Brooklyn	200,000	51 519 58,894	17,979	67 816 68,390
Ottisen's	150,000	80 567	30,119	99.374
City	210.000	88 569 48,483 38,780 74,526 83,515	84,446	126,692 69,898 63,971
Columbia	260,000 200,000 200,000	38,780	30,000	63.971
Commonwealth	200,000	74,526	20,000 35,125 80,000 50,000 23,908	90 899
Continental	250,000	83,515 136,376	80,000	108,497
Corn Exchange	200,000	131,984	23,208 69.517	161.166
Fag   0	300,000	75,269		100 631
Fast River Empire City	260 000	24,926 48,970	23 190	35 746 64,588
*Enterprise	150 000	5.4503	None.	7.731 98,119
Excelsior	200,000	84,849	20, 415	98,119
Fulton	150,00	97,891 77,727	66,900 14 886	88,818
Greenwich	200,000	37,115 48,449	14 886 30,000 32 000	88,813 52,184
Hamilton	200,000	56,597	None	58 862 65,319
Hanover	150;000	43,303	18 000	54,494
Harmony	150 000	70,584	7,500	83,442
Home	500,000	366.805 175,982	62 053	414,531 199,882
Irving	200,000	48,668	62,053 19,960	64 414
Jefferson	200 010	77.885	60,407	
Knickerbocker		57.999 62,392	56,000	79 897 85 128 43,794
Lenox	150.000	33,100	13,500	43,794
Long Island	200,000 200 000 250,000	70,001	39 901 20 000	89,912 89,330 112,705 97,911
Manbattan	250,000	73,970 91,360	42,440	112,708
Market. Mec. and Traders'	200,000	82,265 56,671	42,440 8,000 20,657	97 911 72 370
Merchantile	200,000	54.110	20,000	70,768
Merchants'	200.000	54,110 89,935 38 474	28,000 25,360	91,008
Metropolitan	300,000	38 474	25,360	54, 188
Nassau	150,000	47,307 77,606	28,140 44,442 16,000	61,771 95,231 82,476
Amsterdam	150,000	67,434	16 000	92,476 98 946
Equitable	300,000	67,434 71,909 105,181	60 000	136,794
Fire and Marine	200.000	85,509 83,202	39 970	136,794 110 164
Nisgara	200,000	88,202 55,460	40,000	100 884 75,508
N. American N. River	360 000	69.075	53, 169	06 300
N. Western, Osweg	0 160,000	307,157 92 885	None.	383,680 108,768 60,779 48,891
Pacific	200,000	46 154	36,000 24,000	60,779
Peoples'	200,000 200,000 150 000 150 000	87,408 26 782	7,500	48 891
Peter Cooper	200.000	28 782 80 137	17,449 32,000	91.039
Phenix	150,000	1.547	Nune.	95,586 1,547
Republic	150.000	45,887 61,173	10.465	60,468
Rutgers St. Marks' St. Nicholas	2 0,000	48,857	18 000 7,214	76,895 60 305
St. Nicholas	150,000	66,961	34	77,925
Star, of Ogdensbu	rg. 150,000	134 974	None.	135 457
Susq., Albany	50,000	9,238	18,000 None.	67,375 12,938
United States	250,000	53,775 9,238 54 416 81,065	40,000	74 359
Washington Williamsburg City	20 000 y 150,000	81,065 56,527	28 000 14,925	97,477 68,167
City	11 200,000		P4	00,13

	and ci tures, riden	Aggrega	Lass Dire	Cone
	de de	Page 1	100	200
	3,40	88		
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	783	: 5	425	50
	24	: .	235	: 32
Ætna	****	240.433	130	5,081,860
Albany	50,940	240,433 176,145	242	7.175,415
Arctic	51,916	280,285	5,008	7,175,415
AS WIT	54,367	280,285 179,124		B. 746, 900
Atlantic	50,940 51,916 54,367 77,147 57,053 44,266 56 108	205,373 244,709 246,074 150,184 250 076	10,834 8,965 3,020 12,728 712	8,724 463 5,173,045
Beekman	44 968	246,709	8,000	5,173,045 7,196,071 7,006,526
Brooklyn	56 108	150.184	12,728	7,006,526
Citizen's		250 076	712	7,006,526 9,813,390
City	105,384	365,407	5 867	11.586 619
Clinton	106,384 50,665 44,796 90,052 98,362	298,734	4,083	5,894 618 4 294 090
Columbia	44,796	284,358	0,998	4 294 090
Common wealth	98 362	205 771	15 214	7,245,948 5,741,935 14 524 4 13
Continental	138.501	635, 249	4.904	14 524 4 13
Corn Exchange	138,501 116,188 83,837 33,789	250 076 365,407 298,734 284,353 283,020 295,771 635,249 266,906 396,709	2,455 15,214 4,904 12,535	3,640,000
Corn Exchange	83,837	396,709	2,170	12,758,018
	33.789	161,244	2,952	2,914,753
Empire City		255,223	3,010	5,050,000
Empire City Enterprise	4,621	396,709 161,244 255,223 153,948 254,939 281,193 188 146	2,952 3,010 1 000 11,306 6 850	14 524 4 13 3,640,000 12,758,018 2,914,753 5,050,0°0 7,863,456 10,889,131 7,133,801 7,696,397 5,942,014 4,160,750 4,226,349 4,26,349 4,26,349 4,26,349 4,26,349 4,26,349 4,26,349 4,26,349 4,26,349 4,26,349 4,26,349 4,26,349
Excelsior	81,004 116 841	281 193	6 850	10 889 131
Firemen's	68 607	188 146	15 490	7.133.801
Greenwich	46 983 55 597 50 485 45,797 58,933	249,519 237,779 143,200 175,842	1 400	7,696,397
GLOCELS,	55.597	237,779	333 16,756 4,830	5,142,014
Hammitton	50 485	143,200	16,756	4,160,750
Hanever	40,797		4,830	4,226 349
Harmony	242 212	195,568	6,100 47,992	26,820.878
Howard	343,212 191,000	867.530	17,894	18 719,180
Irvirg	46,695 89 489 80,153	812,598 867,530 241,900 329,691 339,189 183,755 171,790 327,334		18 719,180 5,485,808
Jefferson	89 589	329,691	6,565 1,710 17,125 5,400	10,300,000 9,518,553
W DICKEL DOCKEL	80,153	339,189	1,710	9,518,553
Lafarge	50,666 33,469	171 700	5 400	4,499,467 3,315,217
Long Island	73,381	327,334	6 890	g 033 809
Lorillard	70,029	252,665	5,899 1,221	7,908 691
Manhattan	105,079	312 067	4,835	10,919,819
Lenox. Long Island. Lorillard. Manhattan Market. Mech. and Trader's	105,079 67,371 53,408	252,665 312 067 260,848 250,006	500	7,908 691 10,919,819 7 191,320 6,196,109
Mech. and Trader's	55.408	250,006	7,594	6,196,109
Merchante'	80 885	260,353	1,250	5,500,102 11.281 628
Metropolitan Namau National	54.129	324 108	4.545	4 723 100
Nasiau	54,098	202 034	6,060	5,934,508
National	86,888	262,843	7,591 3,264	9,041,050
		240,053	3,264	5,934,508 9,041,050 6,320,657 13,184,932
N. Y. Bowery	M7. 19835	912,778	8,990	13,184,992
N. Y. Bowery N. Y. Equitable N. Y F. & M	101,229 105,869	260,363 246,458 324,108 202,034 262,843 240,053 412,778 348,896 302,360	8,422 12,679	
NIEGETS	75.466	976 832	9,200	9,004,120 8,296 358 7,437,673 10,760,781 15,011,793
North America	75,466 73,017 93,267	286,370 422,992	9,200 1,812 3,663	7,437,673
North River	93,267	422 992	3,663	10 760,781
N. W. UEWEGO	200.040	278,954	75,882	15,011,793
Pacific	93,109	233,912 219 023	4,210	9.286.078
Park	62,200 38,902 30,438 76,463	177.445	7 973	3 797 578
Peter Cooper	30,438	174.967	7,973	3 486 800
Phenix	76,463	174,967 250 173	1,360	8.794 038
Peter Cooper Phenix. Relief.	014	152.306	None	9,286,073 3,229,966 3,797,578 3,486,908 8,794,038 347,400
	33,021	226,278	10,541	
Ruigers St. Mark's. St. Nicholas.	51,931	226,278 243,736 177,713	7.050	5,673,564 5,145 311
St. Nicholas	43.448 66,189	163 379	12,085	5 019 54
Star, of Ogsdephure	103,649	163,372 184,559	7 144 15,504 4,500	4 125 166
Stuy vesant	59,172	224.482		5,019,546 4,125,166 6,706 678
	9 100	50 238	4.000	616 886
Susq., of Albany	0,499	64, 200		
Susq., of Albany United States	71,299	59,238 310 847	1.682	8,142 649
Star, of Ogsdenburg Stuy vesant. Susq., of Albany. United States. Washington. Williamsburg City.	71,299 76 118	310 847 268,220 190,642		

ness December 18, 1855. There are in this State sixty-nine Joint Stock Fire I surance Companies, with an aggregate cash capi

goods entered at this port for consumption, for warea ouse, and also the withdrawals from warehouse during the week ending and including, Thurs'ay, April 10, 1856:-

\$250,817

Totals......\$1,995,949 \$76,293 \$250,817
Value put on the market during the week ....\$2,072,242 The dry goods trade during the past week has displayed less activity, while prices, especially in demestic goods have exhibited no change of importance. Fair sale were made by auction, and in some lines of French fabris at rates in favor of purchasers. Lines of French silk were sold at more or less reduction in prices. The French government has given public notice that from and after the lat of July next the export bounty of ten per cent hitherto granted to exporters of manufactured goods will ceare, on the plea that this bonus is no longer needed for the encouragement of the manufacturers. It is probable that between this and the 1st of July increased suipments will be made to this country, with the view of securing the bounty; but it is not likely that they will be immediately put upon the market. After the expiration of the bounty it is probable the shipments for some time will be dimin ished and limited by the wants of trade. The most active and encouraging step of the trade at present existing in the country is found in the cotton growing regions of the South and Southwest, which has been stimulated by the large crop and enhanced prices of cotton. The advance may be seen from the following quotations, at different

 
 periods:—
 2d Jan., 3d Jan., 11th April, 1855.
 1856.
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 1866.
 The advance from January, 1856 to 1856, was about 13/c. per lb., and from January 8 to April 11 was from 1%c. to 1%c. per lb., making the whole advance since

were for the small crop grown in 1854; 2 dd the advanced prices of January and April, 1566, are for the large crop grown in 1855. If we take half the advance, or \$6 per bale, for the whole crop of 3,400,000 grown in 1855, it will show a difference of value in favor of the cotton growing States of about \$20,000,000. The effect of need value is seen in the great revival of trade in the Southern towns and cities. Money is said to be plenty, the people generally less indebted, and enabled to purchase more for cash. Beginning at Ribuenabled to purease more for cash. Deginning at Ribar mond and going south to New Orleans, but one report comes up, and that is that more dry goods are seiting this spring than has been known before for many years. All kinds of business is brisk, and real estate and other all kinds of business is brink, and real estate and other property is improving. This city has shared largely in this great activity in the dry goods trade of the South. The marret for foreign goods was heavy, which were being crowded off through the auction rooms, at a reduction in prices. Brown sheetings and shirtings were in fair demand and were selling at 73.6. a Sc. for heavy, and at 6740. a 7c. for light goods. Drills were in demand, for export chiefly, at 8 cents for brown, bleached at 8 ½c., and blue at 9 ½c. Corest jeans were unchanged. Onnaburgs were firm and scarce. Stripes and ticks were in light supply and prices quite steady, with quick sales. Cotton duck was in larger stock, but prices were well maintained. Denims were unchanged. Printing cloth was in fair demand, at unchanged prices. Lawns were rather better, with moderate sales. Ginghams and meuseline de laines were without change of importance. Cloths for the season uniform, with a light stock. Cassimeres and satinets were offering at rather lower rates. Tweeds and jeans were in request at easier figures. Linseys were held above the views of buyers, and business in them was light.

IN chem was right,	_	the state of the state of
Stock	k E	change.
		FRIDAY, April 11, 1856. 50 shs NY Ce RR 560 93
\$21000 Ohio 6's '60b3 16 5500 do 16	0986	100 do b30 92%
2000 Tileminia 61a	0917	ROK Drig RR NGO ATAL
6000 do	93 %	200 do 57%
3500 Louisiana b's.	32.36	800 do 6734
1000 Eria 2d M Bin 1	9634	200 do815 0736
5000 Erie C Bds '71 2000 HudR3aMBds.	96 % 88 %	KO 40 410 KH3/
2000 HudR3aMBds.	1136	100 do b30 6734 200 do c 6734
12000 do83	71	200 do 6 67 4
20500 IUCanRRBds 2000 do	8734	100 do 57 k
2000 do 8	37 % 37 %	100 do b10 573
1000 Gal & Chie Bds	99	550 do 57%
1000 NY Cen 6's	3936	100 do 860 57
2000 do 9	90	300 Harlam RR 101/
6000 THEAZIMBO	18	100 Reading RR 9214
	19%	100 Had RIV KR 34%
10 Continental Bank 11 20 Phenix Bank 11		200 Mie to & No In RR 95% 25 Panama Rt 105%
20 Phenix Bank 11	1834	25 Panama R.t 105 4 60 Cleve, Ca Cin 101
10 Market Bauk 10 40 Bank of N Am 10	7734	60 Cleve, c& Cin 101 350 Cleve & Pitta RR 65%
5 Bank New York, 1:	20	100 60 65%
10 Commonwealth B	9434	100 do 560 66
19 40	OK	35 Third Aven RR 60
100 Canton Co	23%	25 Gale & Chie RR 115
100 do beo	44	140 do 114%
200 Nie Transit	13%	100 Clev & Tol RR. 83 8134
	14 14 14	300 do b30 81% 100 do b30 82
	14	400 do 815
50 do	13%	100 do60 81
360 Penn Coal Co 1	01	750 do 8134
200 do 530 10	01	400 do 81 h
1250 Cum Coal Co.s3	23% 23%	100 00
100 dobe0	2334	100 Ch & Ro I RR, 630 9132
200 dob3	2836	36 doopg 915
200 dob60 1 100 NY Cen RRb3	0016	162 do 9136 290 dos30 9134
150 do	28 X 23 X 92 X 92 X	290 do830 91% 50 Mil & Mias RR 84%
	OND	BOARD.
	93%	200 shs Read RR. b60 9234
3000 Erie ConBes'71	883	100 dos10 92
4500 Erie Bds of '75	91	260 dob30 9234
4000 Erie 2d M Bds.	9534	100 Hud River RR.b3 34
16 shs Hanover Bk.	9634 2934 2334	200 do #30 34
6 Del & H Canal Co 1	29 14	60 do 60 34
50 Canton Co 100 Nie Transit Co	1076	100 Much Cen RR. b60 95%
200 Cum Coal Co. 530	18%	200 Harlem RR 1934
500 Penn Co Co 630 10	01%	200 dob30 19%
	57	200 dob30 19% 20 Mich So & No IaRR. 95%
100 do #60 t	56%	25 Panama RR 10534
100 do#60 5	66%	200 Cley & Tol RR. 83 81 %
50 dob10 f	17	100 do815 81%
15 Nor & Wor RR 3	35 34	40 do 81%
50 Reading RR., 530 9	214	20 Unicarkistopg 92
		BOARD,
	1634	500 shs Gard Go. 530\$1 15 50 Gold Hill c 1 30
200 dob10	35	50 Gold Hillc 1 30 1400 N. Carolina.s30 1 70
	716	100 do83 1 70
200 GardinerGold b3\$1 1	0	300 do, 1 70
	-	

CITY COMMERCIAL REPORT.

FRIDAY, April 11—6 P. M.

ASHES.—Sales of 100 bbls. pots were made at 6%c.
Pearls were nominal at 8c. a 8½c.
BERADSTUFFS.—Flour—The market was dull, and sales moderate, being confined to about 4,000 a 5,000 bols., including common State and Western, at 38 37½ a 56 50; extra State at 36 75 a 57 12; medium and low grades of extra Western at 38 75 a 57 12; medium and low grades of extra Western at 36 75 a 57 12; medium and low grades of extra Western at 36 75 a 57 12; medium and low grades of extra Western at 36 75 a 57 12; medium and low grades of extra Western at 36 75 a 57 12; medium and low grades of extra Western at 36 75 a 57 12; medium and low grades of extra Western at 37 12; medium and to grades were dull at 56 75 a 57. Sales of Southern were confined to about 600 a 800 bbls., at sprices ranging from 57 25 to 38 50 for common to fancy and extra. Wheat—The market for prime was firm for prime milling lots; the sales embraced 1,700 bushels. prime Tennessee red, at 51 70; 2,000 do. Southern white, in lots, at \$1 85 a \$1 87%, and a fancy extra small lot of 400 bushels Tennessee red was reported at \$1 85. Corn was active, but without change in prices. Sales of about 40,000 bushels distilling lots at 60c.; lots for the Eastern trade of mixed, white and yellow, sound, at 64c. a 65c; and prime waite and yellow shipping, at 66c. Rye—Sales of 5 000 bushels Northern, celiverable soon, at \$1. Oats were in fair demand, without change in prices.

COFFE.—Sales of 1,000 mats Java were made at 14½c.; and 400 a 500 begs Balis, at 10½c., 4 months.

COTTON.—The sales embraced about 2,500 bales, part in transitu. The market at an advance of about ½c. per 1b. We quote middling uplands at about 10½c.; Florida and Moblle, at 10½c. a 10½c.; and New Orieans and Texas, at 11c.

Francours.—To Liverpool about 30,000 bushels of grain was taken at 54 52 d avided to the each have been 100.

and Mobile, at 10% o. a 10% c.; and New Orleans and Mobile, at 10% o. a 10% c.; and New Orleans at 11c.

Fringing.—To Liverpool about 30,000 bushels of grain we're taken at 5d. a 5% d. and 6d., in bulk and begs; 100 bbis. oil at 30s.; 1,000 bbis. rosin, at 2s: 500 a 600 boxes bason, at 28s.; 300 boxes cheese, per Atlantic, at 48s.; and about 400 bbis. flour, at 1s. 9d. To Glaggow—400 bbis. flour, at 2s. 6d. To London—Bacon was engaged at 28s., and oil was at 30s. There was no change in rates for the Continent.

HAY.—Sales of about 1,000 bales have been made within a day or two at \$1 06% a \$1 12%.

IRON.—Small sales of Scotch pig were made at \$36, at alw months.

HAY.—Sales of about 1,000 bales have been made within a day or two at \$1 00½ as \$1 12½.

IRON.—Small sales of Scotch pig were made at \$36, at six months.

Mollasses.—Sales of 100 hhds. Cuba muscovado were made at \$26., and 400 a 500 bbls. Cuba at 43c. a 47c.

Naval. Storms.—Sales of 600 bbls. Cuba at 43c. a 47c.

Naval. Storms.—Sales of 600 bbls. color were made at \$1 75 per 310 ibs., delivered. Spirits were at about 38c. Provisions.—Ports.—The market was a trife firmer, and the sales embraced 600 a 800 bbls., including mess, at \$16 37½, with some lots at \$16 43½, and small raises of prime were made at \$16 50 a \$16 52½. Sales of 150 bbls. country beef sere made at \$8 a \$8 25 for prime, and at \$9 25 a \$10 00 for mess do. Other descriptions, including Western repacked, beef hams and prime mess, were unchanged. Bacon was firm. 350 boxes short and long middles, deliverable in Baltimore, at 9½c. Cut meats were steady, with sales of 150 packages at 7½c a 7½c. for shoulders, and 8½c. a 9½c. for hams. Lard was steady, with sales of 500 a 600 bbls. at 9½c. a 10c. But ter and cheese were unchanged.

RUE.—The market was quiet at 4c. a 4½c.

SUCARS.—The sales embraced about 700 hhds., including Cuba, at 6½c. a 7½c., and 300 hbds. Porto Icioo sold at about 6½c. in bond, with small lots New Orleans at 6½c. a 7½c.

WHSENY.—The market was inactive, and prices at 27½c. and 28c. asked.

WOOL.—We have no change to note in the market for this article. Sales have been unimportant, but at high prices. The stock is light, and will all be wanted within the next two months. Holders are in consequence very firm and not disposes to force rates at current prices.

Tolacco is a little more active, and the opening of navigation, is is expected, will create increased demand. Prices are well maintained. The sales included 63 hhds. Kentucky and Maysville at 10 ½c. a 13c; 211 bbls. Havana, part new crop, for export, p. t.; 243 cases seed for transmission abroad by the steamship Atlantic, from

# The cotton circular of T. J. Stewart & Co., prepared

for transmission abroad by the steamship Atlantic, from this port for Liverpool, of this cate, says:—

for transmission abroad by the steamship Atlantic, from this port for Liverpool, of this date, says:—

The market has been uniformly firm and speculative during the fortnight. The advices per Atlantic and Asia, which were calculated to have a decressing effect, have been counteracted by the falling off in the recespts at Charleston, Savannsh and Mobile, causing speculation on their continuance as indicating a unsiler crop, and has given an impetus to prices at all the ports. The sales here have daily averaged 2,500 bales from our stock, with a total advance of 3/2. to 3/c. in that period. Sales in transitu have also been largely reported daily, averaging a larger figure. The ouying here has been about equally divided between speculators for re-sale, our own seitners, and exporters to Liverpool.

Planters being employed with the preparation of their ground for the next crop, the receipts would instartly be small at this season on streams that have been navigable for any length of time. This is apparent at Moolle, as the landings are exhausted, and some time must elapse before they can be replemished in due course. At Charleston and Savannsh, even, it is not supposed to be owing to any deficiency of cotton, but 50 the unwillingness of growers to sell the remainder of their crop unless at enhanced rates. The effect, however, has been to give renewed confidence to those who believe in 3 300,000 to 3,400,000 bales. Our own belief is, that the receipts will soop be renewed, and that the falling off from the present excess over last year will be too small to give renewed confidence to those who believe in 3 300,000 to 3,400,000 bales. Our own belief is, that the receipts will soop be renewed, and that the falling off from the present excess over last year will be too small to give renewed confidence to those who believe in 3 300,000 or emails unchanged. But should money become decidedly cheaper in England. Well as 90,000 to the some decidedly cheaper in England. Well as 90,000 to middling as quite possible this summer

| Uplands | Florida | Mobile | Greens | Orleans | Orleans | Orleans | Ordinary to good 9\( \) a 9\( \) 9\( \) 9\( \) a 9\( \) 9\( \) a 9\( \) 10\( \) a 10\(

PARTLY MARKETING. RETAIL PRICES OF PARM PRODUCE IN WARHINGTON MARKET.

There was not much new to note at Washington Market yesterday. The late spring has kept back produce that should now be quite plenty, but no doubt the opening of navigation will have its due effect upon the market

before long.

Meat is suill far dearer than it ought to be, and exhibits but a triffing change since ast week. Beef rates from 13 to 18 cents a pound, and veal from 9 to 13. Poultry begins to look scarce, and the demand, except for chick-

ens, which are cheapening, is not so great.

Fish is also very dear, considering the season, a fact also due to the late spring, which materially affects the labors of the fishermen.

Butter exhibits a small reduction, and the new sup-

ply, which will come in about May, will no doubt tend to its reduction in price, a consummation devoutly to be

Apples are looking worse and worse, and are get-ting dearer. in vegetables there is nothing new. The following are the prices:-

Della Amenda pro-		*****				0 12
Rib, ohuck	*****	*****				
Sirioin steaks		*****		-		0 18
Portembouse ste	exs.,			2		0 25
Rump steaks	,			1		0 15
Plates and pave	M, 00	rned.		0 1		0 12
Mundelan man Ib				0.10	. 0	0 13
per carcase, per	lb	Colored .		0 0		0 11
per carcase, per				0		0 10
Veal— "	1000			19 173		0 12
Veal- "				0 1		0 14
Vest fore exerters n	Th.	****		. 1		0 124
Veal, fore quarters, p. Hind quarters Veal cutlets Young pig, each	"	*****		01		0 16
Foot setlets				0 2		0 25
AGDI CRIMOM	and the last	****				3 00
Young pig, each				2 6		
" per 10				0 0	7.0	0 10
Pork, fresh, per lb						0 18
Hams, smoked,	per l	b		0 1		0 14
Shoulders "	44					0 10
Ciden ((	- 4					0 14
Sides, pickled	46			-		0 12
Jowle	- 16			-		0 10
Smoked beet				- 22		0 13
Beef tongues, piece						0 75
Sausages	-			- 27		U 12
Bologua sausages	14			10.1		0 25
Tripe	44			0 0		0 06
Lord	**			10.75(0.0)		• 19
The second second second second	- Table					
POUT	TRY	AND	GAM			N
Wild turkies, each Turkeys, per lb				2 5		5 00
Turkeys, per lb				1	5	0 18
Coose				0.1		0 13
Ducks, tame, per pair				1 7		2 00
Widgeon, per pair				0 6		_
Chickens, per lb				50 Mg		0 18
during chickons nor v				1 0		1 37 %
Fewis, pair Guinea do., "		•••••	• • • • •	1 0		1 40
Contract An II				0 7		1 00
Guines do.,	****	****				
Figeons, stall fed, per Quail,	des.			15	0 .	1 75
Quan, "						2 00
Partridges, pair				0 8		-
itabhita, "				0 0		-
Black duck, "				- +		0 75
Hares, per pair				-		0 87
Broad bill duck				-		0 75
Brant, per pair,				15		
Brant, per pair, Venison, (saddle) per	Tb					0 12%
Canvass back duck, pe	r nei			1 5		2 00
Squirrels, per pair						0 24
Charles, per pair				0 2	./.	
Capons, per lb						233
Grouse, per pair				1 0		-
		RUTTS				

gronne, ho	e patt.						•		
			FRUI	TS.					
Apples, Ner	whown p	ppins		bbl	. 4	08		4	50
" gre	enings,		46			-		3	00
" rus	nets,		46		. 2	00		2	76
	trenberg		**			-		3	00
" Gill	dower.	100	**		. 2	00		2	50
11 11	sorts, h	alf pec	k		. 0	25			30
Cranberries	, per bi	M				-		20	00
**	per qu	art				20			25
			PISH						
Shad, sach					. 0	20	-	0	37 14
Terripin, es						20		ŏ	8734
Brook tron								×	40
Smelts.	o, per					=	2	ō	12
Pike.							2	ŏ	16
Pickerell.	- 11		0.000		74	=	•	ŏ	15
Bass,		11 17 PM PERSON		•••••	70		2	ŏ	15
Suckers.	**			• • • • • • • • • • • • • • • • • • • •		Ξ		ŏ	66
Supfish.	44							ŏ	08
Codfish.				******		1000		ŏ	07
Kels.	"				0000	10		ŏ	12
Frestfish	- 44	1 4 7 7 7 7				86	2	ŏ	10
Flounders.	**					_		·ŏ	ÔS
Bull heads	**				7	-		ě	08
Haddock.	**							ŏ	06
Halibut,	**	0.00000	W-1-2-D-2-1			_		×	12
Fresh mack	erel it					10			**
Salt macker					(T)(/) E	12	7		15
Salt shad,						1214			
Smeked half	bat "					10			77
Do. mack					(m)(1)		-		100
Sounds and						08	н		
Smoked sha		, 11				12			
Soused salm	THE RESERVE OF THE PARTY OF THE	rean				50	7		
Smoked sal						16	-		
Dry coafish						04			<u>~</u>
,								100	200

SHELLPISH.

Oysters—Princes bay, per 100	0 62%	•	1 56
Virginia Clams—Shrewsbury, per 100	0 37%	•	1 00
Little Neck, "	0 06		3 50
Lebeccia, per ab			0 06
Orabs, per dosea	-		0 18
VEGETABLES.			
Potatoes, mercer, per bbl			2 25 3
" Carter's "	-		2 80
" western reds, "	-		1 76
" per half-peck	10		15
Sweet, per bbl	=		4 00 _
" half peck	-		0 30 ,,,
Squashes, per dos	=		1 50
Red onions, per bushel			1 00
White onions, "	-		1 25
Cabbages-new, each	0 96		0 08
Cabbages-red, each	-		0 10
Savoy cabbage	0 04		0 08
Beets, per dos			0 10-
Carrots, dos	-		0 10
Salac, each	-		0 10
Garlick, per bunch			0 18 4
Lattuce, per head	0 02		0 04
Leeks, bunch	0 06		
Turnips, white. per half peck	-		0 12
Lima beans, soaked, per quart	-		0 12
Parsley, ounch			0 01.
Celery, bunch	68		0 19
Green peas, per quart	-		0 12
Parenipe, per dos			0 15
Broncale, each	0 06		0 06 8
Tomatnes, box	1 25		-
Spinach, balf peck			0 15
BUTTER, CHEESE, ET	0.		
Butter-State, per lb	20		0 23
Oranga II	0 28		100779925

Orange, " 0 28
Ohio, " 0 17
Cheese, per lb. 0 16
English, per lb. 0 16
Pineapple, each. — 18
Bapsage, per lb. — 19 Eggs, 13. Honey, strained, per lb....... 6 18 a ADVERTSSEMENTS RENEWED EVERY DAY.

PAGE LIVERFOOL.—UNITED STATES MAIL STEAM

I ship ATLASTIC, Captain O, Bidridge.—This steemable
will depart with the United States mails for Europe positively
on Sa urday, April 12, at 12 cloids M., from her berth at the
fact of Canal street.
This ship has impreved water tight bulkheads.
For freight or passage, having unequalled accommedations
for elegance and comfort, apply to.

Fascongers are requested to be on board at 11 A. M.,
Shippoers will please take notice that the ships of this line
cannot carry any goods contraband of war.

All letters must pleas through the Post office; any other will
be returned.

April 20.

The steamers of this line, to avoid any danger from ice, will
foot cross the Hanks of Newfoundland north of 42 degrees
until after it.e. 1st of August.

F.O. PUINDS BAGGAGE FREE.—10 (UNITS DES POUND)

not cross the Benks of Newfoundland north of 42 degrees until after ite is of August.

50 POUNDS BAGGAGE FREE—10 CENTS PER POUND on excess—Four hours from ceess to ocean, by Panama Railroad. Therough for California vis Fanama Bailroad. The United States Mail steamable Company will dispatch for Aspit wait, on Monday, April 21, at 2 o'clock F. M., precisely, from pier foot of Warren street, North river, the well known and finst steamable De BORGE LAW, Capt. Wm. L. Herndoa, U. S. N. Passengers and mails will be forwarded by Panama Railroad, and counset at Panama with the Pacific Mail 1-feamable Company's magnificent steamabile GOLDEN AGE, J. T. Wattins. commander, which will be in reactiness and leave municipated to the street of the str

COTTON & CO.'S DISPATCH LINE FOR SAN PRAN-CUTTON & CO.'S DIRFATCH LINE FOR SAN FRANcisco salling regularly and pestively on or before the day
advariased. Clippes of Saturday, April 12. The orientrated
A l olpper ship FOLINESIA, Perkins, master, is receiving
ser earge as pier 10, East river, and will positively sall as
above. This favorite clipper has made the voyage to Sar
Francisco is one hundred and four days, being less time than
any vesse now loading; is of small capacity, and presents unequalled inducements.

SUTTON & CO., 58 Seuth street corner of Wall.

R. B.—The ships of this line take no freight after the advertised day, preventing all delay to shippers desirous of landing
their cargo in San Francisco without detenuous.

SUTTON & CO'S DISPATCH LINE FOR SAN FRAN
claco, salling regularly and positively on or before the day

CUTTON & CO '8 DISPATCH LINE FOR SAN FRAN clace, saling regularly and positively on or before the day advertised.—Clipper of Saturday, 19th of April Inat.—The magnificent A I first class clipper salip FAMFSEO is receiving bec cargo, at pier 10 East river, and will positively sali as abovê. The passage of this favorite clipper in 195 days has not been equalled by any vessel now loading for San Francisco. Her capacity being small, she will and on the first being small, she will and on the considerably before her day.

N. B.—The ships of this line take no freight after their advertised day preventing all delay to those desirous of landing their cargo in San Francisco without detention.

heli cargo in sau Francisco without described.

A UNTHALIA.—PIONEER LINE OF MONTHLY PACK

A eta carrying the United States mail. The new and spices
did A 1 clipper shin SPORTSMAN pow loading for Melbourna at pier So. 7 East river, will also receive ireight for
sydney. New South Wales. As hall her cargo is already engaged, she will positively be dirontohed early in April. Ho
accommodations for passengers are unsurpassed. For treight
or passage apply on board, or to R. W. CAMERON, No. 6
United Grant.

SHIPPING. PROM NEW YORK TO LIVERPOOL, Second capin passage... THE BRITISH AND NOSTH ANERICAN BOYAL 

hereis expressed.
For freight or passage apply to E, CUNARD, No. 4 Bowling

THE NEW YORK AND LIVERPOOL UNITED STATES.

The ships composing this line are the following:

These siecensers.—The ships composing this lines are the following:—
ATLANTIC, Capt. Week.

ATLANTIC, Capt. Week.

ATLANTIC, Capt. Week.

ATLANTIC, Capt. Comstock.

ADELATIC, Capt.—
These ships have been built by contract, supressly for government services. Every serv has been taken in their construction, as also in their engines are susceptible and speed, and their second actions. For passengers are unequalled for slegues are construct. From or passengers are unequalled for slegues are construct. From or passengers are unequalled for slegues are construct. From or passengers are unequalled for slegues are construct. From or passengers are unequalled for slegues are construct. From or passengers are unequalled for slegues are constructed as a state of a state sate state and the state of a state sate sate state or state sate state or state sate or state of a state of a

Wedneslay, June 11.....1865
For freight or passage apply to
s NWID K. COLLINS, 55 Well street, N. T.
BROWN SHIPLEY & CO., Liverpool.
STEPHEN KINN AND & CO., 27 Austin Friers, Rondon.
B. G. WALIW RIGHT & CO., Paris.
The owners of these ships will not be accountable for gold, silver, bullon, speete jewerry, preclous stones or meda's, unless bills of lacing are signed therefor, and the value thereof therefor cornessed. therein expressed.
Shippers please take notice that the ships of this line cannot carry any goods contraband of war.
All letters must pass through the Post office; any other will All-letters must pass through the rest ourse; be returned.

Rotter.—The day of departure of this line from New York: for 1856 will be returned, commencing Jan. 5, and every alternate Saturday; and from Liverpool. Wednesday, commencing Jan. 28. and every alternate Wednesday.

DOYAL MAIL SIMAMSHIP ASIA.—FOR LIVERPOOL, It the asia. E. G. Lott, commander, will sail from the company's dock at Jersey Ulty, with the mails and passengers for Europe on Wedersday the 16th inst, at 12 o'slock, precisely. Fassengers are requested to be on board by 11½ o'clock A. M. Tae Africa wil sail on the 30th inst.

E. OUNARD, No 4 Bowling Green.

OOR LIVERPOOL.—ST. GEORGE'S LINE OF CLIPPER.

T ships. The magnificent olipper ship SECORT will said on the 12th and the celebrated DEEAD NUTGHT on the 5th of April. For passage apply on board, plet 8 forth river, or to DEMARKST & JONES, 40 South street and 36 Old ship DEMARKET & JOHNE, & SORRIE WE STABLINE OF FACKETS.—
IND GUY MANNERING. Capsain Dollard, will positively sail on the 16th of April—without fail. This saily has splended accommodations for cabin, second cabin and steerage passengers. Fersous returning to the old country would ac well to examine this splended ship before engaging elsewhere. Early application should be made, to JOSEPH MURPEY, No. 61 South street, one door from Wall street.

NOTICE.—FIRST PACKET FOR LIVERPOOL—PACK.

et 12th Apri.—The splendid new and fast safting slypper ship JRO. J. SOYD, Capt. Saliabury, will positively sail as above at 12 c'clock. Boom for a lew more cable, second cabin and secrage passengers. Parly applications to secure berthe should be made on board, pler Sc. 6 North river, or to TAPS 'OTT & OO., 86 South street.

OTICE.—FOR LIVERPOOL.—OLD AND PAVORITE line—The splendid cipper packet ship CITY OF BROOKLYN will sail for the above port on Monday, the flat of April Her accommodations for cabin, secend cabin and steerage passengers cannot be surpassed. For passage, which is at the lowest rates, apply on board, at pier 45 Heat river; or to THOS. H. O'BRIBN, 155 South street. FIRST SHIP FOR LIVERPOOL.—THE FAVORITE packet ship NEW YORK, Captain McKenson, having her carpo on board will postively sail on Monday morming, at 10 c'clock. For passage, having superior accommodation, apply on board, pier 9, East river, or to SABEL & CORTIES, 177 Broadway.

STRAM RETWESN NEW YORK AND GLASGOW,—
EDINBERGH, 2,000 tons, Capt. Wm. Ourning,
REW YORK, 2,159 "Ospt. Robt Graig,
GLASGOW, 192 "Gapt. John Duncan,
The Glasgow and New York Stammahip Company intend
miling their new and powerts: steamer EDINBURGE, from
New York for Glasgow direct, on Saturday, May 17, at tweive
o'clock noon. Raise of passage—First class, 155; third elastion
ound with cooked previsions, \$30. An experienced surges
attached to each steamer. For freight or passage apply to
JOHN ROW YORK city bills or Fo'd only received for passage.

TOOR HAVEE DIPPORTURE TO THE PROPERTY. POE HAVEE, DIRECT—THE FRENCH SCREW
reteamship ALMs. 2,200 tons burthen, will leave for the
above port on Sauurday, May 3, at 2 o'clock precisely; price of

TROM NEW YORK TO BREMEN VIA SOUTHAMPTON And Havre.—The United States mail attenuable, WASH-INGTON, K. Cavendy, commander, will sail for Bremsen, tonching at Southampton to land the mails and passengers for Englane and France, on Saturday, April 19, at 12 o'clock M., from pier No. 37, North river.

PRICE OF PASSAGE FROM NEW YORK TO SOUTHAMPTON OR BREMEN.

\$150 110 60 In second cabin.

An experienced surgeon is attached to each steamer. Specie delivered in Havre or codon. No parcels received on the day of saling. All letters must pare through the Post office. For passage or freight spip to C. H. Sa ND. agent, 11 South stretch the steamer Hermann will succeed the Washington, and saling the second seco

Fargeon.

Parties wishing to bring out their friends can obtain certificates of passege and drafts on Liverpool in sums of £1 stering and upwards. Apply to ALE, Agt., 17 Walnut st., Phila., or BABEL & CORTIS, 177 Broadway, New York.

DASSAGE FOR AUSTRALIA.—THE SPLENDID NEW
York sipper built ship PANAMA (1.100 'tons), Wm. P.
Care commander, will be despatched for Melbourne on the
20th inst., offering elegant accommodations for passengers,
with the prospect of making the rue out in sixty days. Immediate application must be made in secure the remaining unexainted and the special state of the secure of the secu

TOR SAV SNNAH AND FLORIDA.—UNITED STATES

Mail Line.—The new and elegant steamer KNOXVILLE,
Captain C. D. Ludow, will leave on Saturday, April 12, from
pier No. 4 North river. at 3 o'clock P. M. Rills of lading stened
en board. For freight or passage, apply to S. L. MITORILIA,
No. 13 Broadway. For Florida, through tickets from Rew
York to Jacksanville, Sil; to Plinkin, S.S. Large and commodious steamers new avacuals for Florida three times a week,
connecting with the steamers from New York on Tuesdays and
Saturdays.

Batturdays.

FOR CHARLESTON AND FLORIDA—8:MI WERKLY
U. S. Mail Line.—The new magnificent and very fast gaing steameshie NASHVILLS, Out. M. Berry, will leave piece
No. 4 North river on Saturday, April 12, at 4 o'clock, P. M.,
precisely. For freight apply on board, where all bills of inding will be signed, and for passage, at the office of SPUP,
FORD, TILESTON & CO. 25 Broadway. The subsend
steamer Marion, W. Fester, commander, will succeed, and
steamer Marion, W. Fester, commander, will succeed, and
eave on Westenday, april 16, arriving at Charleston in time
for passer gars to take the U. S. mail steamer Inabel, for Key
guiar trips to the various landing on the St. John's river-Flosida, connecting with the steamers from New York, and leaving Charleston every. Theselva, at 2 o'clock, P. M. Through
lekets to Jacksonville, SSI; to Filatza, SSI. ickets to Jacksonville, \$31; to Fflatka, \$33.

FOR NORFOLK AND RICHMCSD.—THE UNITED IT States mail steaminip JAMESTOWN, Capt. Parrish, will leave for the above pieces on Saturday, at 4 o'cleck P. M., from pier 13 Norfolk or Sustainay, at 4 o'cleck P. M., from pier 13 Norfolk on Sustainay attention, and as sichamond on Monday morning. Passengers for the South will proceed without delay by the great mail litte to Charleston, augusta, Savanush, &c. Travellors will find this the cheapest, pieasantest and most expeditions route. Passege and fare, including siate room, in Norfolk, \$46 to Petersburg and Bichmond, \$10. Steerage half price. Mapply to LUDLAM & PLEASANTS, \$2 Broadway.

TRAVELLERS' GUIDE.

1856 - EUNDAY MORNING BOAT FOR NEWBURG—
Commencing Sunday, April 13 — The favorite steamer MEYAMORA, Capt. Wm. Terry, will leave New York. from foot of Jay street every Sunday meening, at o'clock, isnding at Yorkers Hastings, Dobo's Ferry, Terry town, Sing Sing, Haverstraw, Verplanks, Peckakili, Wet Point, Cod Spring and Cornwall, landing at A mos street, each way. Returning will leave Acwburg at 1:30 P. M., making the above landings.

HUBON RIVER RAILROAD.—TRAINS LEAVE Chambers street daily, for Albany and Troy. On and after Wonday, Jacuary 7, 1856, the trains will run as follows: Express issuin, 7 A. M., connecting with Moribero and Western trains; through way train, 12 M.; cupress train 5 P. M., for Poughkpepsie. at 9 A. M., and 339 F. M.; for Peakskill, 5:20 F. M.; for Fing Sing, at 4 F. M. The Sing Sing and Feetakill trains step at all the way stations. Passengers train at Chambers, Canal, Christoyber and Thirty dris street. No train on Sunday.

N. I. SYKRE, Jr., Supermissidary,

CUNDAY BOAT FOR NEWBURG AND INTERMEDIATE
hardwag — The spiendid steamer METAMORA will compence the usual Sunday tips, as above, on Sunday. April 12,
eaving Jay sireet pier at 70 clock A. M. See advertigationals